

Mails.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"PRINZ ROY. LUITFOLD" Capt. H. Kerchner	WEDNESDAY, 3rd Nov, Noon.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"KLEIST" Capt. O. Fahnke	About WEDNESDAY, 3rd Nov.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"COBLENZ" Capt. H. Raegenen	FRIDAY, 5th Nov., Daylight.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sembill	Middle of November.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.
MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 22nd October, 1909.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FROM	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA	ARMAND BEHIC	Guionnet	25th Oct., P.M.
MARSHILLES, VIA PORTS	SYDNEY	Costa	26th Oct., 11 P.M.
SHANGHAI, KOBE, YOKOHAMA	ERNEST SIMONS	Girard	8th Nov., P.M.
MARSHILLES, VIA PORTS	TOURANE	Bourge	9th Nov., 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £37.10 to £51.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 12th October, 1909.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAD," 1,500 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong at 10 P.M. (Saturdays excepted).

Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers, built by the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

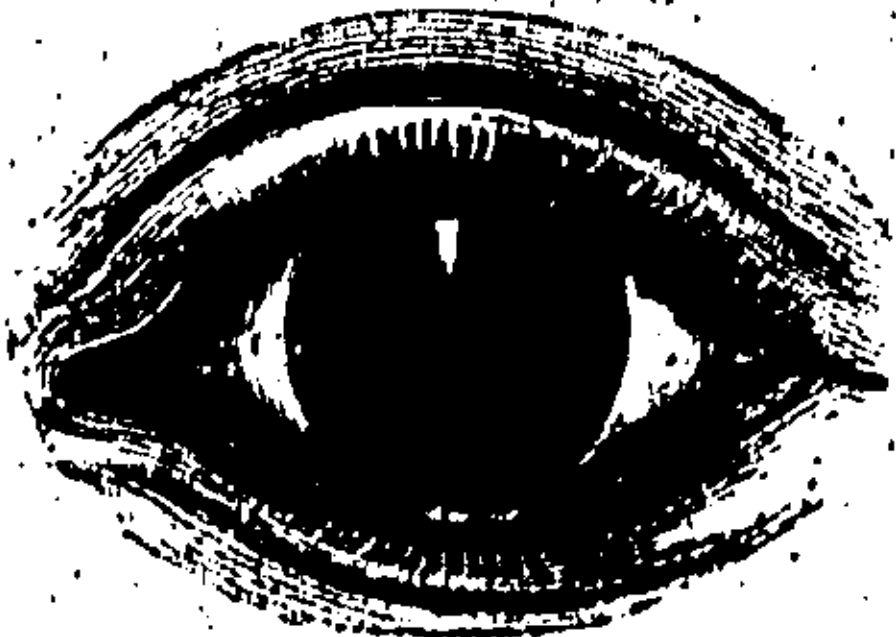
The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamshau.

For further particulars, please apply to the COMPANY'S OFFICE at Shamshau, Canton or to their Agents

BARRETT & CO., Hongkong

Hongkong, 9th October, 1909.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,

CORNER OF D'AGUIAR STREET AND QUEEN'S ROAD.

Will test your eyes free of charge, and if they are wrong will give them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Vision" free.

London.

Calcutta.

Shanghai.

1, John Street, Bedford Row, W.C.

59, Beutlich Street

54, Nanking Road

Telephone: 315, 316, 317, 318, 319

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length.....515 ft.	Docking Length.....376 ft.	(IN COURSE OF CONSTRUCTION.) Docking Length.....481 ft.
Width of Entrance... 80 "	Width of Entrance... 50 "	Width of Entrance... 63 "
Water on Blocks..... 28 "	Water on Blocks... 26 "	Water on Blocks..... 21.5 "

THESE DOCKS are conveniently situated to Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand. (Lanes and angles are being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Stram Launches of Iron or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos 378, 706, or 851.

Telegrama, "Dock, Yokohama," Codes A. P. C. 4th and 5th Edt.

Liebers, Scotts, A. J. and Watkins.

Yokohama, April 28th, 1903

JUST LANDED:

The well-known and famous brandy
"Bisquit Dubouche & Co."

Per Bot. XXX Very Old Fine\$2.50

V.O.C.B. Guaranteed 20 Years

Old 5.50

ALSO

QUINQUINA? QUINQUINA?

DUBONNET?

FRENCH STORE,

Sole Agent.
Hongkong, 30th April, 1909.

F. BLACKHEAD & Co.,

SHIPCHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS,

NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,

GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMAN'S RAUJEN'S GENUINE

COMPOSITION RED HATD

BRAND, HARTMAN'S GREY PAINT

DAIMLER'S PATENT MOTOR

LAUNCHES,

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 9th March, 1909.

OSMAN & CASUM,

1 & 3, D'AGUIAR STREET

JUST UNPACKED

Ladies' Trimmed and Untrimmed

HATS, RIBBONS, FLOWERS

& FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a specialty.

TABLE LINENS, SERVIETTES and

HOUSEHOLD LINENS.

Samples on application.

Coast Port Orders carefully executed.

Hongkong, 6th September, 1909.

RUBBER SHARE VALUES.

VIEWS OF INVESTOR REGARDING THE MARKET.

Writing to the *Financial* under date Septem-

ber 6, a correspondent says:—

The average Englishman is no financier; he gets his daily paper and reads. Continued activity in rubber shares. It is enough; he is carried away. He promptly goes and buys rubber shares at top prices, and has no one but himself to blame when a few days later he finds on a reaction his shares have had a considerable drop. These punters—for such they are—then probably go and sell their lately acquired holdings to let the shrewd investor once more in on the ground floor.

And it is well for some of us that these things happen. The price of raw rubbers may rise and fall but the dividends of well managed rubber companies will steadily rise for many years to come, and the value of the shares will keep pace with the rising dividends. This is as certain as anything can commercially be.

LINGGIE.

But, are rubber shares highly priced as they now stand? And are the prospects of the future fairly discounted at the present level of share values? Well, take the Linggi Co. On May 18, their shares stood at 21s. 6d. x3, and they are to be bought to-day (nearly three months later) at 22s. 6d. The dividend for 1908 was 60 per cent. on an average selling price of rubber 4s. 2½d. and the result was obtained from little more than 70,000 trees. They have, excluding the Kamuning property, some 200,000 trees 3½ to 6 years old, i.e., just about coming into bearing, and another 177,000 trees 2½ to 3½ years old, with a further 209,700 trees 2½ years and under. Add to this that they retain a half interest in Kamunings, for the development of which they have not got to pay one penny. On the contrary, they received some £15,000 from the Kamunings, which they can use for the further development of their 4,000 odd reserve acreage; they have harvested a crop in seven months equal to their whole crop for the year 1908, and are selling the crop shillings above last year's prices. I think then, as far as this company's shares are concerned, they are standing at tens of shillings below their intrinsic merit.

BERTAM CO.

Among the companies whose shares stand at high prices Linggi is no exceptional case; other well-managed companies could make as good a showing. Take Straits Settlements (Bertram) Rubber Co., which I consider a low-priced share. On May 18, these shares stood at 27s. and to-day they are to be had under this figure. They are just about to become a big producing company; their crop for this year will probably reach 100,000 lbs. Are their shares over-priced? Let us compare them with Kamunings, the prospects of which company are reflected by the shares standing at about 150 per cent. premium, notwithstanding the fact that the company has only just been started. Bertams have nearly two and a-half times the total acreage of Kamunings, have nearly one thousand more acres planted with rubber, with a further 700 acres ready for planting; the official (under) estimate for rubber for the current year is 80,000 lbs., against 55,000 lbs. for Kamunings, while the latter have an added revenue from tin equivalent to, say, the profit on 20,000 lbs. of rubber. On the whole, the present revenues of the two estates are somewhat on a par, but Bertams have 112,642 trees 3½ years old and 44,679 older trees, which compares more than favourably with Kamunings. Both companies have sufficient liquid assets to bring three to four thousand acres into bearing, so, taking Bertam's larger reserve acreage and planted area, with its lesser capital—£175,000, against £200,000—no one can say that Bertam at little over 25 per cent. above par are anything but under-priced, while Kamunings stand at 150 per cent. over par, and are, in the opinion of everyone, who knows anything about rubber, cheap shares at that.

SHELFORDS AND PERAKS.

Shelfords and Peraks are, in my opinion, two more under-priced shares. The latter company's crop for the current year is working out at three times last year's crop, and, with the better prices for rubber, it needs no mathematician to foretell that, as they declared a 10 per cent. dividend on last year's working, they should declare a dividend well over 30 per cent. for the current year while Shelfords are without doubt, at their present price of under 30s., the cheapest share offering in the market. Goldcoas, Java Plantations, Damansaras and Kuala Lumpur are also shares which one day the public will sigh over because they did not buy to-day.

But I think I have said enough to show that share values are not inflated, and when it is considered that those best able to judge the future of the raw rubber market—buyers, sellers and manufacturers alike—make no secret that, in their opinion, the present generation is not likely to see the price of raw rubber fall below a figure at which plantation rubber companies can make a handsome profit, the genuine investor has nothing to fear and much to be thankful for, not the least of which is the constant reactions which give him the opportunity to get in at low prices.

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Collars and Cuffs renewed on old ones.

Ladies' and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superiores will also be most grateful for any PATCHES, or old KNOTTED CLOTHS, to be made into Bags for the Children of the Poor & Schools, who are taught by the Sisters.

Telephone: 12nd April, 1909.

For Sale.

SPECIAL SALE OF WORK
In aid of the
ORPHANS AND THE HOME FOR THE
DESTITUTE.

THE Superiores and Sisters of the Italian Convent have the honour to announce that their ANNUAL SALE of NEEDLE WORK, comprising Ladies' and Children's Dresses, Embroideries, Table Covers, Handkerchiefs, and a variety of Articles suitable for presents, will be held at the Convent on 21st, 22nd, and 23rd of this month, commencing each day at 10 A.M.

The Superiores and Sisters beg to solicit the patronage of a generous community to aid the work of providing for the maintenance of the large number of Orphans at the Convent and its outlying branches, and the helpless aged and infirm in the Home for the Destitute at Wanchai.

ITALIAN CONVENT,
28, Caine Road.

Hongkong, 11th October, 1909. [713]

FOR SALE.

JUST RECEIVED:
A SELECTION OF
FLOWER, VEGETABLE AND
FRUIT SEEDS

in packet of 10 cents each

AND

Parcels from \$1 to \$10 each.

LAWN GRASS SEEDS.

FERTILIZER.

Garden Boots with wooden soles and thick felt lining.

Pictorial Guide to Gardening, &c., &c., &c.

Inspection invited—

GRACA & CO.,

27, Des Vaux Road.

Hongkong, 9th October, 1909. [65]

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE

11, D'AGUIAR STREET,

HONGKONG.

Hongkong, 2nd September, 1909. [64]

Intimations.

D. NOMA,

PROFESSIONAL TATTOOER

AND THE EXPERT REMOVER OF TATTOO MARKS.

No. 60, QUEEN'S ROAD, CENTRAL.

[63]

PATRONISED by Prince of Wales, then H. R. H. The Duke of York, and H. R. H. The Emperor of Russia, and having 4,500 testimonials from all sources.

My 34 years' experience in tattooing is a guarantee of good work and prompt execution. My colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. In tattooing unlike some species of engraving, care must be taken to have the work done in a perfect, high toned manner. In order to take special precaution against possible dangers, I use fresh materials daily.

The copying of Portraits with distinct minuteness a specialty.

Telephone: 1st September, 1909. [62]

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m.	Every 10 minutes
7.30 a.m. to 10.00 a.m.	Every 15 minutes
10.00 a.m. to 11.00 a.m.	Every 15 minutes
11.00 a.m. to 12.45 p.m.	Every 15 minutes
12.45 p.m. to 1.15 p.m.	Every 15 minutes
1.15 p.m. to 1.45 p.m.	Every 15 minutes
1.45 p.m. to 2.15 p.m.	Every 15 minutes
2.15 p.m. to 2.45 p.m.	Every 15 minutes
2.45 p.m. to 3.00 p.m.	Every 15 minutes
3.00 p.m. to 4.00 p.m.	Every 15 minutes
4.00 p.m. to 5.00 p.m.	Every 15 minutes

NIGHT CARS.

8.45 p.m. and 9.45 p.m. to 11.15 p.m.

SUNDAYS.

8.00 a.m. to 9.00 a.m.	Every 15 minutes
9.00 a.m. to 9.30 a.m.	Every 15 minutes
9.30 a.m. to 10.30 a.m.	Every 15 minutes
10.30 a.m. to 11.00 a.m.	Every 15 minutes
11.00 a.m. to 11.45 a.m.	Every 15 minutes
11.45 a.m. to 12.00 p.m.	Every 15 minutes
12.00 p.m. to 1.00 p.m.	Every 15 minutes
1.00 p.m. to 2.00 p.m.	Every 15 minutes
2.00 p.m. to 3.00 p.m.	Every 15 minutes
3.00 p.m. to 4.00 p.m.	Every 15 minutes
4.00 p.m. to 5.00 p.m.	Every 15 minutes

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 5.15 p.m., 11.10 p.m., and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALFRED BUILDING, Des Vaux Road, Central.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 1st April, 1909. [61]

Intimation.

Powell's

HAVE JUST
OPENED THE
FIRST
CONSIGNMENT
OF
Ladies'
AUTUMN
and
WINTER
COATS,
SKIRTS,
COSTUMES,
ULSTERS

ALSO

A good variety of

CHILDREN'S COATS.

The out of these Garments is Superb and the newest colorings only are displayed.

SHOW ROOMS
AND
FITTING ROOM

ALEXANDRA BUILDINGS.

Entertainments

HONGKONG VOLUNTEER CORPS.

A GRAND OPEN AIR CONCERT will be held on Volunteer Parade Ground TO-MORROW, October 23rd, at 9.15 P.M. in aid of the funds of the Diocesan Girls' Orphanage.

Admission..... 5s.
Tickets to be obtained at Volunteer Head Quarters or from Members of the Committees of the Orphanage and Ladies' Benevolent Society.

Hongkong, 22nd October, 1909. (697)

MINISTERING CHILDREN'S LEAGUE.

Under the Patronage of
His EXCELLENCY THE GOVERNOR.

A BAZAAR and FANCY FETE, promoted by the above, will be held (by kind permission of the Commandant and Officers, Hongkong Volunteer Corps) on the Volunteer Parade Ground, on SATURDAY, October 30th, from 1.30 to 7 P.M.

Many Novelties suitable for Christmas presents.

4 P.M.—Variety Entertainment (arranged by Miss Ella Rowe).
6.15.—Play "A Pair of Lucifers" (Caste: Mrs. Worthington and Captain Baird, The Buffs).

If wet, the Bazaar will be held in the Volunteer Head Quarters.

Proceeds to be divided amongst various local charities for children; and the Hongkong Cot in the M. C. L. Home at Ottershaw, Surrey.

NO CHITS TAKEN.

Hongkong, 18th October, 1909. (721)

Intimations.

HONGKONG JOCKEY CLUB.

NOTICE.

AN EXTRAORDINARY GENERAL MEETING OF MEMBERS of the above Club will be held TO-MORROW, the 23rd October, 1909, at 12.15 P.M., at the Office of the Jockey Club on the Ground Floor of the Hongkong Club Annex, Chater Road, a notice regarding which is being sent to each Member.

By Order,
T. F. HOUGH,
Clerk of the Course.
Hongkong, 22nd October, 1909. (705)

THE SOUTH CHINA ARTISTIC BAZAAR.

EXHIBITION HALL
on
FIRST FLOOR OF NO. 25 DES VŒUX ROAD
CENTRAL
(opposite the P. & O. S. N. Co.'s office.)

OPENED DAILY:

From 11 A.M. to 5 P.M.
From 7 P.M. to 11 P.M.

Ivory, Silver, China, Paper, Wooden and Bamboo Ware.
Embroideries, Silk, Oil and Water Colour Paintings.

Curtains and Portieres.
Screens, Pictures and Photo Frames.
Preserves and Canned Goods.
Writing Inks and Paper, &c.
Hongkong, 25th September, 1909. (675)

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP\$1,250,000)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application)

THE OFFICE OF
TRUSTEE, EXECUTOR OF WILLS,
ATTORNEY, &c.,
Undertaken and Executed.
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 10th March, 1908. (54)

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,
CABINET-MAKERS AND ART DECORATORS,
from Shanghai, has re-opened their
FURNITURE STORE
at
No 39, DES VŒUX ROAD CENTRAL.
The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE
of every description can be made to
order to any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:—
"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."
(Sd.) A. S. WATSON & Co.,
25th May, 1901.

ORDERS punctually attended to, and
CHARGES most moderate.
AN INSPECTION INVITED.

Hongkong, 6th August, 1908. (64)

THE MISPLACED TIGER.

THRILLING ADVENTURE IN SINGAPORE.

Marvellous no doubt can now claim some distinction as being the latest largely to enjoy a reign of terror under the sovereignty of a mis-placed tiger. For experiences of that kind, however, no town of importance in all the world can aspire to rank in the same plane with Singapore. I have known two tiger hunts in the heart of the town, as well as a bear hunt and a boar-constructor hunt—all strictly unexpected and impromptu—in the compound of Raffles Hotel, which was then the leading caravanserai in British Malaya.

The most interesting of these events, and the most exciting, occurred one fine morning in Lent, about seven years ago, and thrilled the whole peninsula. It happened this way.

The little coasting steamer that runs between Singapore and Pabang arrived in harbour one day with a magnificent specimen of the Pahang tiger, roaring himself hoarse and lashing his tail inside a small but stout native-made cage on the after-deck. The Chinese supercargo had picked it up cheap at the northern port. Its brown-skinned captors could not afford to feed it, so it was a fierce and hungry beast of prey. "Just the sort of tiger to buy on spec," said the supercargo, and he bought it.

HAWKING THE TREASURE.

When he arrived at Singapore he set about hawking his treasure. As luck would have it, a wealthy Chinese tawakay, or merchant, had just retired from business a day before the steamer came in, and he was looking for some sort of a pet, or souvenir, to take back with him from the Straits to China. This tawakay heard of the Pahang tiger, and, with the curious and wholly inscrutable ambition of his race, he hired a sampan out to the steamer and bought the brute at the supercargo's own figure.

Then he took it home, cage and all, in a cart. Then he got a chair and filled his pipe, and sat down with true Chinese self-absorption to enjoy himself and listen to the roaring. Noise is not considered a nuisance by the Oriental, and the neighbours who heard the tawakay's pet said nothing, and went about their business as if it were only a sparrow chirruping on the housetop.

Presently the music of the great brute's hunger song lulled the tawakay to sleep—fast asleep. His head lolled forward on his breast, and he snored at the cage of the tiger.

This was the last straw in the load of indignity that weighted the unhappy captive's soul, and with one final and gigantic spasm of anger he rent his narrow cage asunder and sprang out into the rosy-fingered dawn of the tropic city. The tawakay still snored on with the ineffable calm of the Celestial.

When the tiger got out of the house he felt himself wholly baffled by the strangeness of his environment. No trees, no rocks, no monkeys—nothing but houses and streets.

ON THE ROOF.

He sprang on top of a house. The tiles cracked under his giant paws; the rafters bent and his branches sagged through the roof. The place was full of Chinese coolies. With an unearthly chorus of terrified yells, they picked themselves out of their cots, and fled like madmen. With an equally unearthly and still more horror inspiring roar, the miserable tiger dragged himself out of the hole in the roof and sprang to terra firma. He found himself in a tiny compound—the backyard as we would call it—of a house in the Chinese quarter. For half a mile similar backyards reached down the long line of houses. Six foot fences separated these backyards.

Howling his anguish to the four winds, this jungle-bred tiger proceeded to bound over one after the other of these backyard fences in one of the strangest hurdle races of history. The inhabitants of the quarter meanwhile rose up like one man and shrieked to the stars.

At the end of the row of houses the tiger came to a street where a Sikh policeman was meandering along with his rifle loaded, looking for trouble. He took a pot at the tiger.

The dawn was now bright morning. The shot alarmed the town. It was a Roman Catholic anniversary. The Cathedral of the Good Shepherd, close by, was full of worshippers of all breeds and colours. To them came the echo of the shot and the roars of the wounded tiger, together with the ululations of the multitude. They huddled closer together and redoubled the fervour of their prayers. Among them were two brave Eurasians with pleasant Portuguese names who had recently enlisted in the Singapore Rifle Volunteers. These gentlemen were bakers and confectioners by trade, and skilled in the making of ice-cream. They rose from their pews, made their proper genuflections, and rushed out to save the town.

THE PURSUIT.

Meanwhile, the tiger, hotly pursued by the Sikh policeman, burst into a coolie lodging-house and hid himself under a bunk. The coolies fled and never came back.

Crowds collected—hordes. Into these, breathless and perspiring, presently ran the two Portuguese, on the double. They had donned their new khaki uniforms and their saucy sombreros, and their trusty rifles were loaded to the brim.

Chinese crackers were then procured, and lighted, and cast in upon the luckless brute, literally by the million. Shots were fired in volleys and at random by the brave Volunteers and the Sikh.

Presently the tiger ceased roaring. His means ceased. He lay still under the bunk. The door of the house was opened and he was shot at for another ten minutes. Then the Portuguese were ordered to withdraw, while the Sikh trotted off to headquarters to report.

In half an hour's time he returned with an inspector, and the door was again opened. The tiger was by this time "shot to bits." His hide was as precious as a fishing net. Nevertheless, the inspector had to shoot him, before he

could be declared officially dead. He shot him.

A sleepy Kling driver came ambling along with a municipal bullock-cart. He was colored by the inspector, and, with half a dozen others, made to haul out the messy remains of what had been a fine Pahang tiger.

Meanwhile a Jirikisha came tearing down the street to the outskirts of the crowd, where there arose a fresh and poignant screaming.

"My tiger! Oh, my tiger!"
Fat, but distracted, the tawakay was shrieking for the pet he had lost for ever.—E. A. Morphy in *Daily Express*.

Intimations.



COLONIAL SECRETARY'S DEPARTMENT.

IT is hereby notified that information has been received from the Military Authorities that GUN PRACTICE will be carried out as under:—

On SATURDAY, the 23rd October:—

From Stonecutters West in a Westerly to North-Westerly direction, at ranges up to 6,350 yards, commencing at 9.30 A.M., and finishing at 12 noon.

From Pinewood in a North-Westerly direction, at ranges up to 6,350 yards, commencing at 1 P.M., and finishing at 4 P.M.

If the weather is unfavourable on any of the above date, practice will take place on the following day.

All ships, junks and other vessels are to keep clear of the range.

F. H. MAY,
Colonial Secretary.
Hongkong, 22nd October, 1909. (725)

REGRET

You will NEVER if you

VISIT

MOHIDEEN & THAHA,

in

D'AGUILAR STREET,
the
NEW JEWELLERS
AND DEALERS
in
CEYLON PRECIOUS
STONES
of every description, and
other GEMS.

Hongkong, 1st August, 1909. (670)

TYPEWRITERS

FOR

HIRE.

IS OUR

SPECIALITY.

DRAGON CYCLE

DEPOT,

33-35, Des Vœux Road, Central.

Hongkong.

HONGKONG AVERAGE MARKET PRICES.

Corrected 14th October, 1909. per S. Max.

BUTCHER MEAT.

	Cents.
Beef sirloin & prime cut—Moi Lung Pa	20
" Corned—Ham Ngau Yuk	20
" Roast—Shiu	20
" Breast—Ngau Lam	18
" Soup, Tong Yuk	15
" Steak—Ngau Yuk Pa	20
" Sirloin—Ngau Lau	30
" Sausages—Ngau Yuk Chang	20
Butcher's Brains—Know	per set
" Tongue fresh—Ngau Li	50
" Corned—Ham Ngau Li	60
" Head—Ngau Tau	80
" Heart—Ngau Sum	13
" Hump, Salt—Ngau Kin	18
" Feet—Ngau Kook	8
" Kidneys—Ngau Yiu	10
" Tail—Ngau Mei	18
" Liver—Ngau Con	12
" Tripe (dressed)—Ngau To	6
Calves' Head and Feet—Ngau-chai-tan-tsook	set
Mutton Chop—Yeung Pal Kwat	23
" Leg—Yeung Pei	23
" Shoulder—Yeung Shau	20
Pigs' Chutlins—Ohl chong	23
" Brains—Ohl Know	per set
" Feet—Ohl Kook	12
" Fry—Ohl Chak	25
" Head—Ohl Tau	18
" Heart—Ohl Sum	9
" Kidneys—Ohl Yiu	8
" Liver—Ohl Kon	30
Pork, Chop—Ohl Pal Kwat	21
" Corned—Ham Chai Yuk	—
" Leg—Ohl Pal	24
" Fat or Lard—Ohl Yau	18
Sheep's Head and Feet—Yeung Tau	—
" Kook	set
" Heart—Yeung Sum	each
" Kidneys—Yeung Yiu	—
" Liver—Yeung Con	24
Sucking Pigs, To Order—Ohl Chai	22
Suet Beef—Sang Ngau Yau	22
" Mutton—Sang Yeung Yau	22
Veal—Ngau Chai Yuk	20
" Sausages—Ngau Chai Yau Tong	20

POULTRY.

Chickens—Kai Chai	30
Capon, Large, Small—Sia Kai	28
Ducks—Ap	22
" Holchow—Holchow Pak Kup	24
Geese—Nga	32
" Wild Shanghai—Shuang Hoi Ye	32
" Naga	—
Musk Deer—Wong Keng	each
Hare—To Chai	—
Partridges—Oha Khoo	65
Pheasant—Shan Kai	1.70
Pigeons, Canton—Pak Kup	each
" Holchow—Holchow Pak Kup	24
Quail—Um Chuan	24
Rice Birds—Wo Fa Chuek	dozen
Salpe—Sa Chai	each
Turkeys, Cock—Fo Kai Kung	per lb
" Hen	Na
Wild Ducks, Shanghai, Sul-ap	pair
Teal, Shanghai, Sul Ap Chai	—
Wild Ducks, Canton—Sang Shig Sul Ap	per pair

FISH.

Barbel—Ka Yu	10
Bream—Bin Yu	16
Canton Fresh Water Fish—Hoi Sin Yu	20
Carp—Li Yu	16
Catfish—Chik Yu	12
Goldfish—Mun Yu	12
Grabs—Hoi	12
Grass Fish—Mok Yu	12
Dab—Sa Maag Yu	12
Dace—Wong Mel Lun	12
Dog Fish—Titi Yu	12
Eels, Congor—Hoi Ma Yu	16
" Fresh water—Tam Sol Yu	16
" Yellow—Wong Sin	28
Frog—Tien Kai	12
Garoupe—Sak Pan	53
Godoun—Pak Kup Yu	12
Harrings—Tao Pak	20
Hallbut—Cheung Kwan Yu	20
Labeus—Wong Fa Yu	20
Loach—Wu Yu	20
Lobsters—Lung Ha	20
Mackerel—Chik Yu	16
Monk Fish—Mon Yu	24
Mullet—Chai Yu	24
Oysters—Sang Hoo	20
Parrotfish—Kai Kung Yu	20
Pearl—Tan Lo	16
Pike—Fa Paw Poong	9
Plaice—Pan Yu	20
Pomfret, Black—Hak Chong	24
Pomfret, White—Pak Chong	24
Prawns—Ming Ha	48
Rays—Fai Yu	20
Rock Fish—Sak Kung	24
Shrimp—Chai Yu	12
Skipper—Chai Yu	12
Sole—Chai Yu	12
Squid—Chai Yu	12
Tilapia—Chai Yu	12
Trout—Chai Yu	12
Wahoo—Chai Yu	12
Whiting—Chai Yu	12

Shark—Sa Yu	9
Skate—Po Yu	11
Shrimps—Li	24
Snapper—Lap Yu	26
Soles—Tat Sa Yu	22
Tench—Wan Yu	20
Turbot—Oho Hoi Yu	24
Turtles, small, fresh water—Kook Yu	50
White Bait—Ngau Yu Chai	—

FRUITS.

Almond—Hung Yau	26
Apples, (California)—Kam San Ping	—
" Ko	24
" (Chafoo)—Tin Chuan Ping	—
" Ko	12
" Small—Hoi Tong	7
" Custard—Fan Lai Chai	6
Bananas, fragrant, Canton—Sang Sheng	—
" Heung Chiu	3
" (brides), Macao—San Heung Chiu	4
Cherries, Chinese—Fong Lut	10
Cherries, Yung Tou	7
Cocoanuts—Yeh Tis	10
Grapes—Sia Tai Tsai	24
Lemons, China—Ning Moong	6
" Amer.—Kam San Ning Moong	6
Lichies, Small Stone—Lai Chai Chai	—
" Fresh, Lai Chai	30
Limes, (Saijon)—Sal Kung Ning	—
" Moong	5
Mango, Manila—Lui Sung Moong	—
Mango, Saigon—Sal Kung Moong	—
Mangosteens, San Chuk Tai per 100	—
Oranges, Tim Chang	7
" Small—Tai Kut	—
" Mandarin—Tim Kut	—
Olives—Pak Lam	8
Passion Fruit	each
Pears, (American)—Kam San Shui Li	12
" (Canton), Coking—Sa Li	10
" (Shanghai)—Shuang Hoi Li	12
Peanuts—Fa Sang	10
Perlimmons, Large—Hung Chie	5
Pine-apples, 1st quality—Shuang Poon	—
" Ti Paw-law	12
" and cooking—Chung-tang	—
" Fay-law	—
Platales—Tai Chiu	2
Pumpkins, Swatow—Hung Lai	—
Pumpkins, Siam—Ohm Lo Yau	9
Walnuts, Hop Tou	12
" Green—Sang Hop Tou	10
Shanghai Lo Kwai	—

VEGETABLES, &c.

Artichokes, Shanghai—Shuang Hoi Ah	
Chai Chank	8
Beans, (French) Macao—Oh Moon Pin	15
Tau	
Beans, (French), Shanghai—Shuang Hoi	
Pink Tau	
Beans, Sprout—Ah Chai	2
Beans, Long—Tao Kok	2
Beet Root—Hung Chai Tau	each
Brinjals, Green—Chang Yuen Ker	4
Brinjals, Red—Hung Ker	4
Brassica—Pak Chai	5
Bamboo Shoots—Chook Shun	10
Cabbage, Chinese, com.—Kai Chai	4
Cabbage, Red—Kai Lan Tau	each
Cabbage, (Shanghai)—Yeh Chai	
Cane Shoots, bunch—Kau Shun	2
Cauliflower, Large size—Tai Yeh Chai	
Fa	
Cauliflower, Medium size—Cheung Yeh	
Chai-fa	
Cauliflower, Small size—Sai Yeh Chai-fa	
Carrots—Kam Shun	6
Celery, Chinese—Tong Kan Chai	4
Celery, English—Yeung Kan Chai	
Celery, White—Pak Yeung Kan Chai	
Chillies, Dried—Oon Lai Chai	16
Red—Hung Fa	16
Green—Chang Lai Chai	16
Curry Stuff, English—Ka Lee Chai	8
Cucumbers—Chung Kwa	2
Elder Squash—Fa Kwa	5
Garlic—Suen Tau	5
Ginger, young—Sun Tas Kung	7
old—Lo Kung	6
Horseradish, Shanghai—Lik Kan	18
Indian Corn—Sak Mai	
Lettuce—Yeung Sang Chai	—each
Water Chestnuts—Ma Tai	1
Mandarin—Kwai Lung Ma Tai	10
Musk Melon	
Mushrooms, Fresh—Sang Cho Kho	40
Onions, Bombay—Yeung Chung Tau	8
Green—Sang Chung	4
Shai—Shuang Hoi Chung Tau	5
Japan—Yat Poon	
Okros—Mo Ker	8
Parsley, English—Yeung On Sai	\$1.00
Green Peas—Chung Tau	
Potatoes, Sweet—Fan Shan	2
Shanghai—Shuang Hoi Shu	
Tai	1
Japan—Yat Poon Shu Tai	1
American—Fa Ki	
Foochow—Pak Chai Shu Tai	2
Macao—Oh Moon	
Pumpkin—Tong Kwa	2
Radish—Hung Lo Pak Tai	3
Rhubarb	
Spinach—Gou Ching Tan	
Spinach (Chinese)—Paw Chai	
Squash—Yin Chai	
Tomatoes—Yan Ker	
Taro—Wa Tau	
Turpots, Round (Long)—Low Pak	
English—Yeung Low Pak, piece	
Vegetable Marrow—Chai Kwa	
Water Cress—Sai Yeung Chai	
Gallipore—Lau Kok	
Lily Roots—Lin Ngan	
Yams—Tai Shai	
Sage	
The prices occasionally vary from day to day	
and the Secretary Board has no power to control	
the market in any of the prices given.	
W. BOWEN, SECRETARY.	
HONG KONG, 11th JANUARY, 1911.	

Intimation.



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A. S. WATSON & CO.,
LIMITED.

HONGKONG and KOWLOON.

Hongkong, 15th July, 1909.

however, of bringing in a great variety of subjects was shown by the difficulty experienced by His Excellency the Governor to give adequate attention to each in proportion to its merits when it came to wind up the debate. One fact is beyond dispute: the Budget may not be exactly a popular one, but it is not regarded as unsatisfactory. It is deemed the best that the Government could have produced in the circumstances. While it is not flawless, it abounds in examples of the Government's sincere endeavour to meet the exigencies of an exceptional situation. Each and all of the unofficial members had something to say, but there was little that was new in the speeches. The fact is that all the principal questions have been fogged to death. We know to a nicety what each individual member thinks of the military contribution, the subsidiary coinage question, the premise of "substantial" compensation by the Imperial Government for the loss in revenue resulting from the closing of the opium divans and the anticipated restrictions on the opium traffic, the collection of liquor duties, the expenditure on public works, the cost of the railway and all the other matters which have cropped up since the present Governor came into power or were handed down to His Excellency by his predecessor. We are so well acquainted with the views of members that those of us in this compact community who give attention to local politics can almost repeat the pet phrases of the advocates or opponents of the several measures and methods proposed, adopted or in course of incubation. No wonder, then, that Mr. Murray Stewart thought it wise for a moment to ride his favourite hobby and refer affectionately to that ancient curiosity the Clock Tower. We fancy that while he was indulging that monumental travesty of architectural beauty he kept his tongue in his cheek and really enjoyed himself in the role of Philistine. The humour of it was to be found in the imitability serious—we had almost written ponderous—way in which he tackled a subject which is usually caricatured or lampooned. It is unfortunate that the Colonial Secretary was not in his happiest Irish vein when it became his duty to reply, but, perhaps, he felt that it would be ungenerous to detract from the fun of the fair—and so we got a marvellously lifelike imitation of the bureaucratic style. Mr. Stewart had a fling at irresponsible writers in the press, which was neither ill-advised nor unwarranted, seeing that he has been made the victim of an attack by some anonymous correspondent hailing from Cottonopolis. But while we have no reason to disagree with the views of Mr. Stewart on this subject, we are surprised to find that he should allow himself to be annoyed by any suggestion emanating from some mysterious quarter that the unofficial members of the Legislative Council are animated by considerations of self-interest when they come to deal with fiscal questions affecting the Colony. No sensible man either in Hongkong or in the United Kingdom would give the slightest heed to such a base insinuation. It is one of the cardinal beliefs, entertained by all right-thinking people, that the motives of our legislators are as pure as the driven snow, and nothing has happened in Hongkong to lead anyone to think otherwise. Mr. Stewart may rest assured that he and his colleagues rest under no imputation so far as those qualified to judge are concerned, and those whose minds are filled with germs of jealousy and prejudice are not worth a second's consideration. His Excellency the Governor also spoke on this topic, and related how the Government was at all times willing to give the real facts to the members of the press when these were desired. We grant that to be the case, but if the press were to bombard the Government with questions whenever facts had to be ascertained we are inclined to fancy that the newspapers would in time become the medium of disseminating nothing but official facts—which would be bad for the Colony and for the Government. On the subject of opium, members had, as a rule, arrived at the conclusion that when indulgence in the so-called vice was prohibited, absolutely and for ever, the Chinese would turn to alcoholic liquor in order to obtain the stimulating effect which had previously been found in the use of the opium pipe. Dr. Ho Kai, however, denied that the Chinese would turn to intoxicating drink, but His Excellency the Governor was not convinced that the wish would come true. One interesting remark made by Mr. Murray Stewart at the close of his speech is worth reproducing. He declared that the Government should lean as lightly as possible on the revenue derived from alcohol and added: "A prudent if remote reason is suggested by the interesting fact that when the Opium Farm was first started in this Colony, the Colonial Treasurer, after objecting, in vain, against it on the ground that it was improper to get revenue from vice, resigned, The whirligig of time has revenged him, and inasmuch as it is the avowed object of the best and most consistent writers on the opium question to attack alcoholism once opium is out of the way, perhaps we should not altogether disregard the warning. It is at least

conceivable that a strong sentiment against the use of alcohol may some day sweep England—possibly, at some time, of national humiliation, occasioned, perhaps, by a narrow shave from destruction in some great war—when the voice of the doctors and the preacher will be listened to. In such a case, we might receive, some fine day, telegraphic instructions to close all public houses forthwith, and our present and approaching troubles over the readjustment of the burden of taxation would, if by that time we were largely dependent upon alcohol for revenue, recur." Should Mr. Stewart's forebodings come to pass then there will be nothing for it but to give up the ghost. But we live in hopes that the Imperial Government will refrain from trenching on the finances of this Colony for a generation to come. Mr. Osborne, of course, sang the song of lamentations over the depreciated dollar and drew a woe-begone picture of the half-starved coolie. "There are those," he said, "who hold that this depreciated coinage does not affect the working classes; that even though the cost of food and shelter may have risen as a consequence, wages also have risen in sympathy. This I deny. I deny that the rickshaman, the chair-bearer, the coal and cargo coolie and the host of other daily paid workers, are earning more to-day than they did before this evil arose. On the other hand, it is an undeniable fact that a 10-cent piece to-day has not the purchasing power it had then." Mr. Osborne has changed his *modus operandi* to rehabilitate the dollar. As he said in his speech: "Two years ago I advocated prohibition, and rightly so, I think, because I believe it could have been accomplished then without friction with Canton. To-day I do not advocate prohibition, because I think it cannot be accomplished without such friction. And the interests of Hongkong being so interlarded with those of Canton any act likely to involve dissension between the two communities is to be deprecated. The remedy I advocate now is to have a new coinage redeemable at par. To effect this reform it would be necessary that new coins be struck which should be of exactly the same weight and fineness as the old, but with a different superscription. The old coins would then need to be demounted, and it is perhaps upon this point alone that any disagreement with my proposal may arise. The profit on minting should be kept in reserve, not as in former years passed to revenue, but the interest on reserve might properly be appropriated as revenue. The demonetisation of the old coins need not, I think, trouble the conscience of Government, because the operation would cause the community no more loss than they have already suffered; and in any case the Government, if it felt morally bound to redeem, would only require to do so in regard to those actually in the Colony; for as regards the millions of them in China, the Hongkong Government has no responsibility, moral or otherwise. They were sold as a commodity just as a merchant sells his wares, and the Government never having by promise, implied or otherwise, undertaken to redeem them is no more under an obligation to do so than a merchant is under an obligation to receive back merchandise, which has fallen in value, since he sold it." It is unnecessary to discuss Mr. Osborne's proposal because the Government will have none of it. Three years ago when in London the Governor himself advocated an identical scheme but apparently it was shelved, and all that the Colony can do now is to follow a policy of masterly inactivity. Such a policy may not strike the reader as being particularly brilliant or original, but for the present it is undoubtedly the safest course. When China moves in the direction of currency reform then we shall know exactly where we stand, and be in a position to safeguard the currency interests of Hongkong. Now that the Budget is removed from the centre of the limelight, it is possible that we may have time to devote to some of the other questions which are raised in the new Bills introduced into the Council. At all events the "extra turns" should have a chance of exhibiting their character, as well as the star performer, whose antics have a wonderful habit of drawing dollars from the pockets of the public.

LOCAL AND GENERAL.

CONSUL and Mrs. Fossato will be "At home," at 19, M. Condon Road, on Wednesday, the 3rd November, from 4 to 6 p.m., in honour of His Imperial Japanese Majesty's birthday.

THE total output of the Chinese Engineering and Mining Company's three mines for the week ending 9th October, 1909, amounted to 27,365 tons and the sales during the period to 30,102,557 tons.

SIX weeks' hard labour was awarded a carpenter belonging to Hamilton's Circus in the Police Court this morning, for stealing from a bandman belonging to the Circus's sovereigns, two ten-dollar notes and five five-dollar notes.

THE Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the hospitals:

St. Stephen's College \$100
St. Andrew's Church Kowloon 50
Wesleyan Church 25
St. Stephen's Church Chaiwan 25

Typhoon Aftermath.

H.M.S. "FLORA'S" MISSION.

FISHING FLEET IN DISTRESS.

News of the successful rescue, by H.M.S. *Flora*, of the crew of the Norwegian steamer *Ragnar*, on Paitia Island, near the Paracels, is anxiously awaited in the Colony. So far it is extremely satisfactory to learn that His Majesty's cruiser has been kept in touch with the Admiralty officials in Hongkong by wireless. The latest information, up to noon to-day, that has been received from the commander of the *Flora*, is to the effect that at nine o'clock last night the cruiser was anchored off the Amphitrite Group. At daybreak to-day she left for Paitia Island where the marooned crew of the *Ragnar* had settled at the date of Capt. Asger's urgent telegram to Hongkong asking for immediate assistance to be despatched to the scene of the disaster.

RIVER STEAMER ASHORE.

When news arrived in the Colony, by letter from Canton yesterday, owing to the collapse of the telegraph land lines, reporting that no damage or casualty had occurred in that city as a result of the typhoon, it was hoped that the large fleet of river steamers had escaped with perfect immunity. That hope was not realised, however, when information reached, a well-informed source of information in Hongkong to-day advising that the river steamer *Takling*, belonging to the Si Yap Steamship Co., had been driven ashore during the typhoon which also struck the port of Kongmoon. The exact location where the *Takling* is aground is stated as Pak Kai, near the Chinese Custom House, at Kongmoon. No details were available in the forenoon to-day concerning the mishap. Our representative was, nevertheless, informed that it is not believed that any loss of lives attended the racing aground of the *Takling*. It was a fortunate circumstance that the floating population at and around Kongmoon had been forewarned of the approach of the typhoon, so that passengers who are usually taken by boats from Sakong and other landing stages did not proceed on that day to Kongmoon for embarkation to Hongkong. The *Takling*, therefore, on the voyage in question carried no passengers to speak of. As the steamer was driven ashore on a muddy bottom on the bank of the river, the opinion is held that she has sustained no damage at all, and that her refloating will be easily and safely accomplished.

THE DREDGER "ST. KNOCK."

At latest report to-day, was still on the beach at Shaikwan. The second attempt to pull her off last evening did not prove a success. So far as it has been able to ascertain by a cursory examination of the hull, in the position where the dredger lies, expert opinions hold that the *St. Knock* has not suffered any structural damage. Such being the case it is just a matter of a little time before the capable hands of the Taikoo dockyard get the dredger in her elements again and in the same excellent condition that she was before she took the ground on Tuesday last.

SHIPPING REPORTS.

Capt. St. John George, of the E. and A. S. S. Co.'s *Aldenhurst*, which arrived from Sydney, via Manila, last evening, reports that, when 32 miles SSE of Waglan Island, she met three junks with jury masts. One of the junks asked for water and provision and, after giving her an adequate supply, the *Aldenhurst* proceeded on her voyage, arriving in Hongkong later in the evening.

The German steamer *Quarta*, with a cargo of sugar from Java, also encountered a heavy typhoon in the China Sea, but went through it without any incident of noteworthy importance to report.

The H.A.L. *Brigavola*, Capt. Schwinghammer, arrived from Singapore yesterday. She came across a wreck on the same afternoon at half-past four o'clock. The position of the wreck was: Green Island rock true bearing N. 5° E., Lingling Island, South Rock, true bearing N. 78° W. The *Brigavola's* experience was one of heavy weather and rough seas, with south-westerly winds. The vessel had a tough time of it in weathering the severe typhoon.

A MESSAGE FROM THE "CALCHAS."

As in the big typhoon of 1906 the fishing junks appear to be the greatest sufferers by the typhoon as can be gathered from the reports filtering in with the arrivals of the ocean steamers from the South. The latest to reach the port is one from Alfred Holt's steamer *Calchas* on mile to the N.E. of Gap Rock to-day. That vessel signalled having passed several dismantled junks all of which are requiring help. The position of the fleet was 29 miles South 20° degrees West.

ASHORE AT PILLAR POINT.

In addition to the report from the *Calchas*, a further communication has been received that two deep-sea junks are ashore at Pillar Point, just about the position where the *Ying King* foundered in the fatal typhoon of 1906. We hear that the *Stanley* had been despatched to render assistance not only to the junks at Castle Peak Bay but will also proceed to the rescue of the fleet off Gap Rock reported by the *Calchas*.

VESSELS IN DOCK.

At an early hour this morning the Dock Co.'s tow-boat, the *David Gillis*, took the Standard Oil Co.'s sailing vessel *Lyndhurst* in tow across to Hungmoon, where she will be drydocked to repair the damage sustained in her collision on Tuesday with the T. K. K. S. *Hongkong Mary*. The latter vessel was also towed round to Kowloon to-day and will undergo repairs at the hands of Mr. R. M. Dyer's staff at Hungmoon.

CASUALTIES AT SHAU-KI-WAN.

The greatest damage to Chinese craft caused by Tuesday's typhoon seems to have been sustained at Shau-ki-wan. Up to a late hour last night the Government dredger *St. Knock*, which was engaged near the Taikoo Sugar Works, was being lightened out; the work of towing

her off is expected to take a little time. Near the Sai Wan Ho Market a large salt junk of 4,000-picul capacity was braced high and dry, and of which was received only this morning, up to which time the owners were waiting for an opportunity for the tide to refloat her. A junk was also driven against the praya wall with great force and dashed to pieces. The only other damage done appears to have been confined to telephone poles, which were twisted out of shape and the damage to the instruments themselves is of extensive character.

AT ABERDEEN.

The roads and sea-walls at Aberdeen have been badly broken up, but otherwise no other damage has been reported.

ANOTHER TYPHOON.

We are indebted to the American Consulate-General for the following telegram received at 3:50 p.m. to-day from the Manila Observatory:—

Manila, October 22, 1909, 3 p.m.

Cyclone of typhoon Pacific Ocean about halfway between the Carolines and Philippines, moving W. or W.N.W.

CANTON RAILWAY DAMAGE.

Canton, 21st October.

Owing to the heavy rains of Tuesday and Wednesday considerable damage has been done to the Canton-Kowloon Railway in the section from Yuen Tan to Pa Kung Han. No train has been running on this section since yesterday until the necessary repairs have been completed.

HARBOUR ACCIDENT.

Though no extensive damages were suffered in the city of Canton by the recent typhoon as reported yesterday, it is now learnt that, during the violent squalls on the night of the 19th inst., four sampans were capsized in the harbour and five or six persons were drowned. The Central Relief Committee sent out a number of its members to ascertain if there had been any casualty by the typhoon. These men engaged a launch to cruise round the harbour and were in time to rescue about half a dozen persons from drowning on board the capsized vessels. For this action the charitable members of the Relief Committee are commended by the general public.

CANTON INSURANCE OFFICE, LIMITED.

ANNUAL MEETING.

The twenty-eighth ordinary meeting of shareholders of the Canton Insurance Office, Ltd., was held at the offices of Messrs. Jardine, Matheson and Co., Ltd., general agents, in the forenoon to-day. The Hon. Mr. W. J. Gresson presided. There were present:—Sir Paul Chater, Messrs. E. Shillim, D. W. Craddock, F. Maitland, (Consulting Committee), L. N. Leefe (Secretary), Lo Cheung Shiu, H. Percy Smith, D. D. Gardner, F. J. V. Ribeiro, Wong Leung Him and Ho U Sang.

The Secretary read the notice calling the meeting.

The Chairman said:—Gentlemen, the reports and accounts have been in your hands for some days and I will therefore with your permission take them as read. Since our last meeting Mr. G. C. Moxon has resigned his seat on the Board, and your Consulting Committee filled the vacancy thus caused by electing Mr. D. W. Craddock of the Canadian Pacific Railway Coy.—an appointment which, in a few minutes, you will have an opportunity of giving your assent to. The year's operations that come under our review have been attended, I regret to say, with the same adverse conditions, chiefly in London, as those which we experienced in the previous year. The reduction in premiums received is directly attributable to restrictions we placed upon London underwriting, and the casting off of sources of business found to be unremunerative at the rates to which reckless undercutting had brought them. The losses have been heavy, but they have fallen more upon the earlier part of the year than was the case in 1907 and therefore, subject to the warning I have uttered before on a previous occasion as to what may occur between now and 31st December, there should be ample provision at the credit of Underwriting Suspense Account after the proposed transfer of \$194,300 50, to close the year. I much regret that the results of the year render it advisable that the dividend be reduced to 20%, or \$10 per share, but though perhaps it is a poor consolation, it is at all events pertinent to notice that many of our competitors have found it equally difficult to transact business at a profit. I do not think that there are any special features, in the accounts which call for particular mention, but if any shareholder desires further information with respect to them I shall be pleased to answer such questions as he may wish to ask before putting the motion that the report and accounts as presented be adopted and passed.

There were no questions.

The Chairman moved the adoption of the report and accounts.

Mr. Gardner seconded.

The motion was unanimously adopted.

Mr. Lo Cheung Shiu moved that the members of the Consulting Committee be re-elected.

Mr. Wong Leung Him seconded.

Agreed.

On the motion of Mr. Ho U Sang seconded by Mr. Ribeiro, Messrs. W. Hutton Potts and H. Percy Smith were re-elected auditors.

The Chairman:—That is all the business, gentlemen. Dividend warrants will be posted to-morrow morning. Thank you for your attendance.

BOYS' OWN CLUB.

PAPER CHASE MEETING.

The Boys' Own Club will be holding a paper chase meeting on Sunday evening, the 24th inst., starting at 8.15 p.m. from the monument at the City Hall. The entries are large and a good race ought to be put up. We understand the Boys are going to hold a fortnightly paper chase meeting during the winter and if this is so they should be in grand trim for the second division football. This will be their first meeting and we wish them every success.

Subsidiary Coins.

HON. MR. E. OSBORNE'S SCHEME.

NEW TOKEN SUGGESTED.

In addressing the Legislative Council yesterday, on the Estimates for next year, the Hon. Mr. E. Osborne propounded a new scheme for dealing with the subsidiary coinage question. The project was outlined in the course of the honourable gentleman's remarks.

Mr. Osborne said:—Your Excellency has informed us that the Government's policy on the question of subsidiary coinage is to be a policy of watchful inactivity—"Watchful care," the honourable member who has just spoken calls it. And considering the complexity of the subject, the futile efforts of the Investigation Committee two years ago, when a number of experienced business men deliberated upon it and failed to agree on a single point, it is not surprising that, in the midst of such conflicting opinions, the Government hesitates to do otherwise than wait. At the same time I think your Excellency would welcome the prospect of escape from the dilemma in which the Colony finds itself, and I therefore venture to put forward a proposal which I think will, without injury to any interests and without friction, and a situation which is intolerable to trade. First, however, let me repudiate the idea that this is a question affecting only a few public traffic companies. Probably, it affects these companies as much as anyone because they have it within their power to make good their losses by raising fares, as indeed has the most instances already been done. It is not the company but the traveller who loses, except in so far as increased fares restrict traffic. This, Sir, is not a question of individual interests; it is one that concerns, in a greater or less degree, the whole of our labouring classes—classes whose interests it is the duty of Government to protect, if for no higher reason than that the prosperity of Hongkong depends so largely upon their welfare. For the Colony needs a plentiful supply of labour, and whatever tends directly or indirectly to restrict the influx of labour tends proportionately to handicap us as against our rivals in trade at other ports. There are those who hold that this depreciated coinage does not affect the working classes; that even though the cost of food and shelter may have risen as a consequence, wages also have risen in sympathy. This I deny. I deny that the rickshaman, the chair-bearer, the coal and cargo coolie and the host of other daily paid workers, are earning more to-day than they did before this evil arose. On the other hand, it is an undeniable fact that a 10-cent piece to-day has not the purchasing power it had then. I will not, however, enter upon controversial matters, but confine myself to one broad aspect regarding which I think we can all agree. No amount of theoretical argument can undermine the principle that a stable currency is essential to the prosperity of an industrial community; no amount of sophistry can upset the fact that a 10-cent piece, which at all times is worth the tenth of a dollar, is a better medium of exchange than one whose value fluctuates daily. Therefore, I take it that, however much we may disagree on matters of detail or upon side issues, we are unanimous in recognising the value of a stable coin. And I assume that no one will claim that our present coins possess stability. As to a remedy, I suppose the one which every honourable man would like to see applied is redemption—redemption at par. But however much we may yearn after virtue in the abstract, on this particular occasion it becomes impossible when the cost is taken into account. For there has been issued from time to time an aggregate of over 40 million dollars worth of small coins, silver and copper; though how much is now in existence as money it is impossible to say; and any scheme of redemption would therefore require to anticipate an enormous loss—indeed anything up to four million dollars; so that this solution passes beyond our reach. Two years ago I advocated prohibition, and rightly so, I think, because I believe it could have been accomplished then without friction with Canton. To-day I do not advocate prohibition, because I think it cannot be accomplished without such friction. And the interests of Hongkong being so interlarded with those of Canton any act likely to involve dissension between the two communities is to be deprecated. The remedy I advocate now is to have a new coinage redeemable at par. To effect this reform it would be necessary that new coins be struck which should be of exactly the same weight and fineness as the old, but with a different superscription. The old coins would then need to be demounted, and it is perhaps upon this point alone that any disagreement with my proposal may arise. The profit on minting should be kept in reserve, not as in former years passed to revenue, but the interest on reserve might properly be appropriated as revenue. The demonetisation of the old coins need not, I think, trouble the conscience of Government, because the operation would cause the community no more loss than they have already suffered; and in any case the Government, if it felt morally bound to redeem, would only require to do so in regard to those actually in the Colony; for as regards the millions of them in China the Hongkong Government has no responsibility, moral or otherwise. They were sold as a commodity just as a merchant sells his wares, and the Government never having by promise, implied or otherwise, undertaken to redeem them is no more under an obligation to do so than a merchant is under an obligation to receive back merchandise, which has fallen in value since he sold it. This, Sir, is the proposal which I think will meet the difficulty, and if Government act upon the idea they will have done its duty by providing a healthy currency which it will be within every man's option to use; whilst those who elect to continue using the old coins will have no one to blame for any loss they may suffer.

A CHINESEMAN was brought up in the Police Court this morning for dealing in Canton and Macao lottery tickets. The case was remanded.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

LORD KITCHENER.

DEPARTURE FROM PEKING.

[By courtesy of the "Sheung Po."]

Peking, 21st October.

Lord Kitchener left Peking for Tientsin yesterday.

The Chinese Government ordered a special train to convey the British Field-Marshal to Tientsin.

TAI HUNG-TZE.

A WELL-INFORMED OFFICIAL.

[By courtesy of the "Sheung Po."]

Peking, 21st October.

The Prince Regent, finding that Grand Councillor Tai Hung-tze is well-informed concerning the Provincial officials, submits all memorials denouncing such officials for his decision.

His Excellency's recommendations are generally adopted.

NAVY FOR CHINA.

AN URGENT NEED.

[By courtesy of the "Sheung Po."]

Peking, 21st October.

The Chinese Minister to Holland has memorialized that, although the Hague tribunal is ostensibly for peace, in reality it is for the increase of armaments with an eye by the Powers to the East.

It is therefore rather dangerous for China.

The Minister urged that a Navy should be built for China's own protection.

NEW PORTS.

PROPOSED ESTABLISHMENT AT CHIEN TAO.

[By courtesy of the "Sheung Po."]

Peking, 21st October.

The Waiwupu has notified the Foreign Ministers that, on the 1st November, 1909, Lung Cheng-chun, Kuk Chi-kai, Tao To-kow, and Pak Cho-ko, in Chientao, will be opened as commercial ports.

V. R. C. REGATTA.

So far only one event has been fixed for the V. R. C. regatta, viz., that of the Chairman's Challenge Cup. Other events are expected to be fixed at an early date. The distance of the race for the Challenge Cup is one mile to be rowed in four-oared boats, and the entrance is \$10 per crew. Entries close on Wednesday, 27th inst., at 6 p.m., when boats will be picked. The entries so far are very large.

COLD STORAGE PROBLEM.

RECEIVING ATTENTION IN INDIA AND CHINESE SHIPPING CIRCLES.

The London correspondent of the *Bringing Home Daily Post* states that the problem of cold storage on the India and China routes is receiving serious attention in shipping circles. According to his statement, the problem will probably be tackled in the first instance experimentally with some of the steamer trading with Bombay. As these vessels already possess a refrigerating plant, the extension of the pipe system to an enclosed section of the cargo space offers no technical difficulties, but new ships will doubtless be designed with cold storage accommodation as a matter of course. It is said that the freight earned by the South African and South American services upon the carriage of fresh fruit is £6 and £7 per ton respectively. The produce mentioned likely to be brought on the homeward voyage includes Chinese pork and Bombay mangoes. For the outward voyage there would be a market in Asiatic ports for apples and other fruits.

For stealing six pieces of zinc worth 20 cents from a lighter in Kowloon Bay, a coolie was given four days' hard labour in the Police Court this morning.

Last night the circus had a good house, and no one would have thought that a typhoon had been anywhere near it. The amateur riding contest which was to come off last night, was postponed till to-morrow night, when there will be extra box seats and general sitting accommodation specially provided for the spectators. We feel sure that the Colonel will keep the audience in high spirits, with his "Pimple" and "Robbie" will also join in the fun. To-night a special change of programme will be produced, and the jaded workers are expected to roll down and see the show. The circus will be in the Colony for only five nights more.

FOOTBALL LEAGUE.

FIRST DIVISION.

The fixtures for the third round of the above division are as follows:—All the matches have been arranged to kick off at 4.30 p.m. sharp to-morrow. Lovers of the game should not miss the match Club vs. Buffs when no doubt, some good play will be seen.

Hongkong Football Club vs. Buffs, at the H.K.F.C. ground, Referee: Sapper Heigh.

Kowloon vs. R. E. at the Kowloon F.C. ground, Referee: Gunner March.

Naval Yard vs. R.G.A. at the Naval Ground, Referee: Sergt. Edwards.

The following have been chosen to play for the Hongkong Football Club to-morrow afternoon 7. The Buffs, at the Club Ground at 4.30 p.m.—Goal: F. H. Kew, Backs: F. G. Carroll, J. McCubbin, Half-Backs: H. W. Kilby, H. C. Barlow, A. Gregory, Forwards: A. Aitchison, W. Weston, E. A. May, A. Whitmarsh, and J. Danby.

SECOND DIVISION.

Fixtures 1906-10.

1ST ROUND.

L. R. C. vs. 81 Coy R. G. A.

88 Coy R. G. A. vs. B. O. C.

"A" Coy Buffs vs. M. R. C.

"B" Coy Buffs vs. 87 Coy R. G. A.

Must be completed on 23rd October.

2ND ROUND.

L. R. C. vs. B. O. C.

"A" Coy Buffs vs. 87 Coy R. G. A.

"B" Coy Buffs vs. M. R. C.

88 Coy R. G. A. vs. 83 Coy R. G. A.

Must be completed on 30th October.

3RD ROUND.

L. R. C. vs. 87 Coy R. G. A.

"A" Coy Buffs vs. "B" Coy Buffs

88 Coy R. G. A. vs. M. R. C.

83 Coy R. G. A. vs. B. O. C.

Must be completed on 6th November.

4TH ROUND.

L. R. C. vs. "A" Coy Buffs

"B" Coy Buffs vs. 88 Coy R. G. A.

83 Coy R. G. A. vs. 87 Coy R. G. A.

M. R. C. vs. B. O. C.

Must be completed on 13th November.

5TH ROUND.

L. R. C. vs. 88 Coy R. G. A.

"A" Coy Buffs vs. 83 Coy R. G. A.

"B" Coy Buffs vs. B. O. C.

17 Coy R. G. A. vs. M. R. C.

Must be completed on 20th November.

6TH ROUND.

L. R. C. vs. "B" Coy Buffs

"A" Coy Buffs vs. 88 Coy R. G. A.

83 Coy R. G. A. vs. M. R. C.

87 Coy R. G. A. vs. B. O. C.

Must be completed on 27th November.

7TH ROUND.

L. R. C. vs. M. R. C.

"A" Coy Buffs vs. B. O. C.

"B" Coy Buffs vs. 83 Coy R. G. A.

87 Coy R. G. A. vs. 88 Coy R. G. A.

Must be completed on 4th December.

8TH ROUND.

L. R. C. vs. B. O. C.

83 Coy R. G. A. vs. M. R. C.

"B" Coy Buffs vs. 87 Coy R. G. A.

Must be completed on 11th December.

9TH ROUND.

L. R. C. vs. M. R. C.

"A" Coy Buffs vs. "B" Coy Buffs

88 Coy R. G. A. vs. B. O. C.

87 Coy R. G. A. vs. 88 Coy R. G. A.

Must be completed on 18th December.

10TH ROUND.

L. R. C. vs. "B" Coy Buffs

"A" Coy Buffs vs. 87 Coy R. G. A.

M. R. C. vs. B. O. C.

83rd Coy R. G. A. vs. 88 Coy R. G. A.

Must be completed on 25th December.

11TH ROUND.

L. R. C. vs. 87 Coy R. G. A.

"A" Coy Buffs vs. M. R. C.

"B" Coy Buffs vs. 88 Coy R. G. A.

83rd Coy R. G. A. vs. B. O. C.

Must be completed on 1st January.

12TH ROUND.

L. R. C. vs. 81 Coy R. G. A.

"A" Coy Buffs vs. 88 Coy R. G. A.

"B" Coy Buffs vs. B. O. C.

87 Coy R. G. A. vs. M. R. C.

Must be completed on 8th January.

13TH ROUND.

L. R. C. vs. "A" Coy Buffs

"B" Coy Buffs vs. 83 Coy R. G. A.

88 Coy R. G. A. vs. M. R. C.

87 Coy R. G. A. vs. B. O. C.

Must be completed on 15th January.

14TH ROUND.

L. R. C. vs. 88 Coy R. G. A.

"A" Coy Buffs vs. B. O. C.

"B" Coy Buffs vs. M. R. C.

83 Coy R. G. A. vs. 87 Coy R. G. A.

Must be completed on 22nd January.

15TH ROUND.

"A" Coy Buffs vs. 83rd Coy R. G. A.

87 Coy R. G. A. vs. 88 Coy R. G. A.

The dates given above matches must be adhered to as far as possible except by the order of the Emergency Committee.

Secretaries of Clubs will be notified of the grounds and names of referees each week.

SECOND DIVISION.

The second division open their first round to-morrow; two matches have been arranged to be played at the Military ground one at Lyemun and the other at the Parade Ground. The matches fixed for to-morrow are:—

Lusitano Recreation Club vs. 83rd Co. R.G.A. at Lyemun, 4 p.m. Referee: Mr. Hamson.

"A" Co. Buffs vs. Moleson Recreation Club, at 5 p.m. Military Ground, Referee: Sergt. Graham.

88th Co. R.G.A. vs. Boys' Own Club at 4.30 p.m. Military Ground, Referee: Sergt. Walsh.

"B" Co. Buffs vs. 87th Co. R.G.A. at 4 p.m. Parade Ground, Referee: Quarter-Master Sergt. Barstow, R.N.

The following will play for the Boys' in the match against the 88th Co. R. G. A. 1—Breton, D. Dorward, J. Redfern, H. Goldenberg, Jackson, A. Abbas, I. E. Choy, Y. Abbas, G. Caborn, R. Blakemore, and L. L. Goldenberg. Referee: H. J. and H. K. K.

CRICKET.

HONGKONG CRICKET CLUB v. GARRISON.

The following team will represent the H. K. C. C. in the match to-morrow afternoon, commencing at 1.45 p.m.:—Messrs. R. E. O. Bird, L. E. Brett, A. A. Claxton, A. C. E. Elborough, W. N. Edwards, E. A. Fowler, R. O. Hutchison, H. R. Makie, R. E. H. Oliver, T. E. Pearce, W. C. D. Turner.

C. C. C. v. B. O. C.

The Craigongower Cricket Club will meet the Boys' Own at a friendly game to-morrow afternoon in the former ground. Play will commence at 2 p.m. C.C.C. Team:—L. E. Lammet, R. Pestonj, G. A. Hancock, W. H. Warriner, H. L. Manderson, R. Bass, L. A. Ro. E. A. Carvalho, S. E. Green, W. H. Vivenash and J. D. Noria.

The "Boys" will be represented by:—S. B. Bhattiwar, K. Khan, W. Wong, Harris Lee, N. Moylong, H. J. White, H. W. Peterson, C. Summers, A. R. Ellis, B. Maskett, and E. L. Steinfeld.

COMMERCIAL.

WEEKLY SHARE REPORT.

Reviewing the share business for the week, Messrs. E. S. Kadoorie & Co. write this afternoon:—

The improvement in our market continues. The volume of business has increased and in several instances stocks have advanced. There has not been much done in Rubber Stocks during the week.

Banks.—Hongkong and Shanghai Banks having ruled fairly steady at \$995, several sales have taken place at the rate. The London quotation is unchanged. Nationals continue firm at \$65.

Marine Insurances.—Cantons are weak and offering at \$173. In the North, Yangtzes are quoted at \$233 and North Chinas at \$110. Unions have changed hands at \$847, closing with further buyers.

Fire Insurances.—China Fires have been dealt in at \$114. There are sellers of Hongkong Fires at the advanced rate of \$380.

Shipping.—Douglases are weak and on offer at \$33. Hongkong, Canton and Macao Steamboats are easier with sellers at \$31. Indo-China has once more come into demand and there are buyers at \$60 with no sellers. In Shanghai the price has improved to \$115. 431. Shell Transports have risen to 74/- at which rate buyers prevail. Star Ferries, old and new, are on offer at quotations.

Refineries.—China Sugars have attracted considerable attention, and after numerous sales at \$140 the market closes strong at \$146. Luxons are quiet and without business to report. Perak Sugars continue to rise and at the close are wanted at \$133.

Mining.—A further rise in Chinese Engineerings has taken place and now buyers offer \$11. 20/-, Raubs continue on offer at \$8.

Docks, Wharves and Godowns.—Kowloon Wharfs have risen to \$64, at which they close easier after sales. Whampoa Docks are quiet and have sellers at \$55. Shanghai Docks are firmer with buyers at \$11. 76/- Hongkew Wharfs are unaltered and are obtainable at \$11. 140.

Lands, Hotels and Buildings.—In Hongkong Hotels there is no business to report, but shares could probably be placed at quotations. Hongkong Lands are firm with buyers at \$104, but they are none to be had at the price. Humphreys Estates continue on offer at \$91 without inducing buyers. West Points on a forced sale dropped to \$41, but there are buyers again and probably a higher price could be got.

Cotton Mills.—Hongkong Cottons have been sold at \$6, closing with further buyers. Ewos improved to \$11. 148/-, but can be had at the rate. According to latest mail advices to hand from the North changes in other Northern Mills are as follows:—Internationals, \$11. 88, Lau-Kung-Mows, \$11. 110, and Soy Chees, \$11. 460.

Miscellaneous.—China Providents have been sold at \$91 and are wanted. Dairy Farms are wanted at \$161 ex the dividend of \$1.20 per share paid on the 19th inst. Green Island Cements have further weakened to \$71 at which rate business has been done. Union Waterboats have been placed at \$101 and close in demand. Langkats dropped to \$11. 750 during the week, but at the close have improved and are now quoted at \$11. 800. Sumatras are firm and wanted at \$11. 108.

Rubbers.—Anglo-Malays have been sold during the early part of the week at \$61, but at the close have receded to 14/- with buyers. Balgowries are easier with sellers at \$69 after sales at \$70. Damansaras were sold at \$116 and can now be had at a lower rate. Kuala Lumpur, after sales at \$117, rose as high as \$116, but at the close buyers only offer \$117. The company has declared a dividend of 4/- per share. Linggats are firm and wanted at \$24/- Regallars are also in favour and can be placed at \$281 after sales at \$12 (S'pore). Ledburys have buyers at \$471 and Saggas at \$41/- Golcondas have changed hands at \$71/- Sengai Chohs (partly paid) are in demand at \$71/- Sandycrofts are firm and can be placed at \$720 (Singapore). Singapore and Johores are obtainable at \$310.

Exchange.—The Banks selling rate on London is 1.81 on demand. The T/T rate on Shanghai is 74/-.

Dividends Payable.—Kuala Lumpur—dividend of 4/- for 1905.

Forward Settlements.—The following dates have been fixed by the Stockbrokers' Association of Hongkong for Forward Settlements:—

October Settlement 29th October.
November Settlement 29th November.
December Settlement 29th December.

No little attention was attracted at the Magistrate's Court this morning by the photograph of a Chinese actor posing in a grandiose style. The picture appears to have found its way to the Police Court premises in connection with a larceny case.

To-day's Advertisements.

TO LET.

GODOWN, No. 4, PRAYA, Kennedy Town.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 22nd October, 1906. [730]

NOTICE is hereby given that the HEAD OFFICES of the SANITARY DEPARTMENT have been temporarily removed from Hecountsfield to No. 20, DES VUEX ROAD CENTRAL.
By Order,
W. BOWEN-ROWLANDS,
Secretary.
Hongkong, 22nd October, 1906. [726]

PUBLIC AUCTION.

THE Undersigned will sell by PUBLIC AUCTION, on

TUESDAY, the 26th October, 1906, at 2.30 P.M., at his Sales Rooms, Duddell Street, A FINE ASSORTMENT OF GEN'S SUIT LENGTHS AND WHITE WITNEY BLANKETS, AND

TABLE LINENS, SERVIETTES, HOUSEHOLD LINENS, HUCKABACK TOWELS, TURKISH TOWELS, BATH SHEETS, BROWN LINEN TOWELS, LADIES' WHITE LAWN UNDERSKIRTS, WALKING SKIRTS, COMBINATIONS, ROBES, FLANNELETTE NIGHT DRESSES, DRESSING GOWNS, LADIES' DRESS LENGTHS, &c., &c.;

ALSO A few CARPETS and AXMINSTER RUGS.

Further Particulars from Catalogues which will be issued.
On view on Monday, the 25th October.
TERMS.—As usual.

G. P. LAMMERT,
Auctioneer.
Hongkong, 22nd October, 1906. [727]

FROM EUROPE.

THE H. A. L. Steamship

"BRISGAVIA."

Captain Schwinghammer, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th inst., will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 24th inst., at 3 p.m.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINIE,

Hongkong Office.
Hongkong, 22nd October, 1906. [729]

CANTON DAY BY DAY.

[From Our Own Correspondent.]

Canton, 20th October.
The people of the Heungshan district have forwarded a joint telegram to Peking to the address of the Grand Councillor, H.E. Tai Hung Tsai, H.E. Liang Tan Yen, president of the Waiwupu, H.E. Tang Shao-i and other high Cantonese officials in Peking earnestly requesting them not to fall in offering strong opposition against the Portuguese in the matter of the Macao Delimitation question. In the message very strong expressions were employed to urge these officials to a recognition of the representations.

21st October.
Day before yesterday a number of the leading members of the gentry of the Heungshan district, about a hundred in all, proceeded in a body to Canton and called on the Viceroy, H.E. Yuan Shu Huan. They were received in the Viceroy's yamen where, in the course of conversation, they earnestly begged the Viceroy not to yield to the pressure of the Portuguese claims in the Macao delimitation question and sought to impress upon him the necessity of not failing to devise means whereby to secure the restoration to China of the territories that are alleged to have been encroached upon by the Portuguese. The deputation had a conversation with the Viceroy which lasted considerably over an hour. They then withdrew.

THE ADVENT OF WINTER.
The Viceroy has issued a notification to inform the public that winter hats should be worn from the 9th day of this moon.

PROMISSORY NOTE CLAIM.

A QUESTION OF HANDWRITING.

In the Summary Court, this morning, before Mr. Justice Gompers (Police Judge) Mr. F. B. Deacon brought an action against J. V. Dodd to recover the sum of \$115.51, being money lent under a promissory note.

Mr. W. E. L. Shenton (of Messrs. Deacon, Looker and Deacon) appeared for the plaintiff and said that the debt was due under a promissory note. The debt could be proved by the declaration on filed dated 5th October, 1906. Plaintiff was also in possession of a letter from the defendant admitting the debt.

The Police Judge—Can you prove the handwriting?—Yes, I have had dealings with the defendant before.
His Lordship reserved his decision.

To-day's Advertisements.

NOTICE TO CONSIGNEES.
FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Steamship

"ARRATOON APCAR,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.
Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.
Cargo remaining on board after 4 P.M., of the 23rd inst., will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LIMITED,
Agents.
Hongkong, 22nd October, 1906. [728]

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"ARRATOON APCAR,"
Captain A. Stewart, will be despatched for the above Ports, on TUESDAY, the 26th inst., at Noon.

This Steamer has Superior Accommodation for Passengers, and is installed throughout with Electric Light and carries a duly certified Doctor.

RETURN TOURS TO JAPAN

(Occupying 24 days).

Steamers leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland

Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the inland sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER. SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B.

(Subject to alteration.)

Connecting with Royal Mail Atlantic Steamers.

From Hongkong, "EMPRESS OF CHINA" SATURDAY, NOV. 6TH.
"MONTEAGLE" SUNDAY, NOV. 21ST.
"EMPRESS OF INDIA" SATURDAY, DEC. 4TH.
"EMPRESS OF JAPAN" SATURDAY, JAN. 16TH.

From St. John, "EMPRESS OF BRITAIN" FRIDAY, DEC. 31ST.
"ALLAN LINE" FRIDAY, JAN. 28TH.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of India" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World. HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line). Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments. Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commensurate being excellent in every way. HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port 643.

Via New York 645.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

D. W. SHADD, O.K. General Traffic Agent,

Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION)

For Steamship On
S'GAPORE, PENANG & CALCUTTA LAISANG SATURDAY, 23rd Oct., 2 P.M.
NEWCHWANG CAUSANG SATURDAY, 23rd Oct., 3 P.M.
TIENTSIN, W'HAWEI & CHEFOO CHUSANG SUNDAY, 24th Oct., 4 P.M.
MANILA YUENSANG MONDAY, 25th Oct., 3 P.M.
SHANGHAI CHOSYANG TUESDAY, 26th Oct., 4 P.M.
MANILA LOONGSANG WEDNESDAY, 27th Oct., 3 P.M.
S'PORE, SAMARANG & SOERABAYA ONSANG FRIDAY, 29th Oct., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE FUKUSANG FRIDAY, 5th Nov., 3 P.M.
& MOJI

RETURN TOURS TO JAPAN (Occurring 24 Days).

The steamers *Kaitang, Nanwang, and Fookang* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan. Passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light. Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang. Taking Cargo on through Bills of Lading to Kuda, Lahad, Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD.,

Telephone No. 61. General Manager. Hongkong, 21st October, 1909.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For STEAMERS. To Sail.
AMOI, MANILA, CEBU & ILOILO. "KAIFONG" 23rd Oct., Daylight.
SHANGHAI "LINAN" 24th " " 3 P.M.
MANILA "FEAN" 26th " " 4 P.M.
TSINGTAU, CHEFOO & NEWCHWANG "KWEI YIA IG" 27th " " 4 P.M.
SHANGHAI "KHIN HUA" 28th " " 4 P.M.
SHANGHAI "OHENAN" 31st " " Daylight.
MANILA "TAMING" 2nd Nov., 3 P.M.
SHANGHAI "AH HUI" 4th " " 4 P.M.
MANILA, ZAMBOANGA and USUAL "OHANGSHA" 5th " " 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australia, New Zealand and Tasmanian Ports. MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms and Dining Saloons.

SEANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui, Cheow, Linan, Chinkue*)—with excellent heating accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloons, leave Hongkong for Shanghai direct every Thursday and Sunday taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transshipment at Woosung.

Fares including wines:—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Telephone No. 16. Agents. Hongkong, 22nd October, 1909.

HONGKONG—MANILA.
CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
LAURO	8500	R. Rodger	MANILA	SATURDAY, 23rd Oct., at 4 P.M.
RUBI	8500	R. W. Almond	"	SATURDAY, 30th Oct., at Noon.

For Freight or Passage, apply to SHEWAN TOMES & CO.,

General Managers. Hongkong, 21st October, 1909.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, SALINA CRUZ and MANZANILLO (Mexico).

S.S. HONGKONG MARU 6,000 tons gross Sall 26th Oct., 1909, at Noon.
S.S. MANSU MARU 5,000 " 10th Dec., 1909, at Noon.
S.S. AMERICA MARU 6,000 " 5th Feb., 1910, at Noon.

For particulars, apply to

K. MATSUDA,

Manager.

TOYO KISEN KAISHA, York Building.

Hongkong, 14th September, 1909.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct trans-Pacific service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	Tons	Leaves
TACOMA VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA	"FITZPATRICK" Capt. E. R. Hutchison	4,416	SATURDAY, 6th Nov., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated *AMIDSHIP*. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TAMSUI, SWATOW & AMOY.	"DAIJI MARU" H. Murayama	SUNDAY, 24th Oct., at 10 A.M.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "OHOSHUN MARU" and "BUJUN MARU"—First class Cabins *AMIDSHIP*.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

Hongkong, 21st October, 1909.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1909
MARSEILLES, LONDON AND ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID	HAKATA MARU, Capt. J. Drieg, Tons 6500 IYO MARU, Capt. T. Harrison, Tons 6500	WEDNESDAY, 27th Oct., at Daylight. WEDNESDAY, 10th Dec., at Daylight.
VICTORIA, B.O. & SEATTLE, Via SHANGHAI, MOJI, KOBE, YOKKAICHI AND YOKOHAMA	KAGA MARU, Capt. M. Hasegawa, Tons 6500 SHIMANO MARU, Capt. K. Kawan, Tons 6500	TUESDAY, 9th Nov., at Noon. TUESDAY, 7th Nov., at Noon.
SYDNEY AND MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	YAWATA MARU, Capt. T. Sekine, Tons 5000 NIKKO MARU, Capt. M. Yagi, Tons 6000	FRIDAY, 29th Oct., at Noon. FRIDAY, 29th Nov., at Noon.
SHANGHAI, MOJI AND KOBE	IMOYORI MARU, Capt. J. O. Richards, Tons 4000	FRIDAY, 29th Oct., at Noon.
KOBE AND YOKOHAMA	NIKKO MARU, Capt. M. Yagi, Tons 6000 BINGO MARU, Capt. A. Christensen, Tons 6500	TUESDAY, 26th Oct., at Noon. SATURDAY, 31st Oct., at Daylight.
BOMBAY, Via SINGAPORE AND COLOMBO	CEYLON MARU, Capt. Fred. Fyfe, Tons 6000	SUNDAY, 24th Oct., at Noon.

‡ Cargo only.

‡ Fitted with new System of wireless telegraphy.

‡ Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, Via SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE Company's Newly Built 9,000 Tons Passenger Steamers will be despatched from Hongkong as follows:—

Miyasaki Maru (Capt. T. Murai) On Friday, 22nd October.
Kitano Maru (Capt. F. L. Cope) About Wednesday, 17th November.
Hirano Maru (Capt. H. Fraser) About Wednesday, 15th December.
Kamo Maru (Capt. F. L. Sommer) About Wednesday, 12th Jan., 1910.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Upper Road.

T. KUSUMOTO,

Manager. (1st-4th)

Shipping—Steamers.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER, B.O., TACOMA & SEATTLE VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
Oceanic	4,657	F. W. Davies	23rd Oct.
Kamerik	4,737	J. Mathie	18th Nov.
Agmaric	4,363	Boyd	16th Dec.
Suberic	4,623	S. Shotton	19th Jan.
Oceanic	4,057	F. W. Davies	10th Feb.

These steamers are specially fitted for the carriage of Asiatic Steerage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & CO., LIMITED General Agents.

Queen's Buildings, Hongkong, 21st October, 1909.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON AND ANTWERP.

THE Steamship "MONMOUTHSHIRE,"

Captain G. E. Warner, will be despatched as above on or about 23rd inst.

This steamer has excellent accommodation for a limited number of first class passengers. FARE TO LONDON £35.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 11th October, 1909.

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship "ARRATOON APCAR,"

Captain J. G. Ollivant, will be despatched for the above Ports, on MONDAY, the 28th inst., at Noon.

This steamer has Superior Accommodation for Passengers, and is installed throughout with Electric Light and carries a duly certified Doctor.

RETURN TOURS TO JAPAN

(Occurring 24 days). Steamers leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea), Moji to Hongkong providing a stay of 5 to 6 days in Japan.

Return tickets are available by the Indo-China Steam Navigation Co.'s steamers. Fare for round trip \$120.

For Freight or Passage, apply to DAVID SASSON & CO., LIMITED, Agents.

Hongkong, 18th October, 1909.

REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK:

S.S. "CHAZEE" About 13th Nov.

For Freight and further information, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 21st October, 1909.

CHARGEURS REUNIS.

(FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE TO

SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT TO SAN FRANCISCO, without any call en route thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

THE Steamship "AMIRAL OLRY,"

Captain Privat.

For further particulars apply to MESSAGERIES MARITIMES, Agents at Hongkong.

Hongkong, 8th October, 1909.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. D. W. WALKER

"KWONG SAI" Capt. E. S. GOWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officer by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey \$4.

Meals \$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD., and SHIU ON S.S. CO., LD.,

No. 8, Queen's Road West.

Hongkong, 14th Oct., 1909.

THE Steamship "PRINCESS ALICE,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th of October, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th of October, at 9.30 A.M.

All claims must reach us before the 1st of November, 1909, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

THIS STEAMER LEAVES FOR

Ex S.S. *Bayern* from Bremen

NORDEUTSCHER LLOYD, MELCHERS & CO., General Agents.

Hongkong, 20th October, 1909.

Shipping—Steamer.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM

FOR STRAITS, OCEAN, AUSTRALIA, INDIA, ADEMI, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for SAVANNA PERIAN GULF, CONTINENTAL AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship "DELHI,"

Captain G. W. Gordon, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, etc., on SATURDAY, the 30th October, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *China*, 79th 1909, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, etc., will be conveyed via Bombay by the R.M.S. *Malwa*, due in London on 11th December, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to R. A. HEWETT, Superintendent.

Hongkong, 19th October, 1909.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR MARSEILLES, LONDON AND HULL.

THE Steamship "GLAMORGANSHIRE,"

Captain H. G. Norris, will be despatched as above on or about 23rd inst.

For Freight, apply to JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 5th October, 1909.

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK.

(With liberty to call at the Malabar Coast.)

THE Steamship "COULSDON,"

Captain Turnbull, will be despatched for the above Port on SATURDAY, the 30th Oct., 1909.

For Freight, apply to ARNHOLD, KARBURG & Co., Agents.

Hongkong, 4th October, 1909.

Consignees.

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship "CORLENZ,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and West Point Godowns, whence delivery may be obtained.

SHARE QUOTATIONS

Supplied by Messrs. E. S. KADOORIN & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

	NO. OF SHARES	VALUE	PAID UP	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATION
BANKS.								
Hongkong & Shanghai Banking Corporation	12,000	115	115	£1,500,000 \$15,000,000	\$2,007,819	Interim of £2 for account 1909 @ 10% = \$2.72	4 %	\$905 sales London £91.10
National Bank of China, Limited	10,025	17	16	£4,000 \$40,000	\$30,553	\$2 (London 3/6) for 1909	...	\$65 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$15,000,000	none	\$14 for 1907	7 1/2 %	\$172 1/2 sellers
North China Insurance Company, Limited	10,000	115	115	Tls. 150,000 Tls. 150,000	Tls. 160,512	Interim of 7/16 for 1908	5 1/2 %	Tls. 115
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	£1,000,000 \$10,000,000	\$2,464,931	Final of \$17 making \$47 for 1907 and Interim of \$30 for 1908	5 1/2 %	\$847 1/2 sa. and b.
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,000,000 \$10,000,000	\$7,763	\$12 and bonus \$3 for 1907	7 1/2 %	\$12 1/2
FIRE INSURANCES.								
China Fire Insurance Company, Limited	10,000	\$100	\$20	\$1,000,000 \$10,000,000	\$375,341	\$6 and bonus \$2 for 1907	7 %	\$114 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$10,000,000	\$168,111	\$27 for 1907	8 %	\$38 1/2 sellers
SHIPPING.								
China and Manila Steamship Company, Limited	10,000	\$25	\$25	\$7,000 \$70,000	\$1,085	\$1 for 1906	...	\$8 1/2 sellers
Douglas Steamship Company, Limited	10,000	\$50	\$50	\$204,638 \$2,046,380	Nil.	\$1 for year ending 30.6.1908	7 %	\$33
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$1,200,000 \$12,000,000	\$21,170	Interim of \$1 1/2 for account 1909	7 1/2 %	\$31 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	15	15	£10,000 \$100,000	£13,755	6/- for 1907 on Preference shares only @ ex 1/9 11/10 = 53. 154	...	\$60
Indo-China Steam Navigation Co., Ltd. (Deferred)	60,000	15	15	£10,000 \$100,000	£13,755	Final of 2/- for 1908 and interim of 1/- for a/c 1909	...	74 1/2 buyers
Shell Transport and Trading Company, Limited	2,000,000	10	10	£20,000,000 \$200,000,000	£61,817	\$1.00 for year ending 10.4.1909	4 %	\$26
Star Ferry Company, Limited	10,000	10	10	£10,000 \$100,000	\$3,121	\$0.50 for year ending 10.4.1909	3 1/2 %	\$14 1/2
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$1,000,000 \$10,000,000	Dr. \$5,858	\$5 for year ending 31.12.08	3 1/2 %	\$146 1/2 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	£10,000 \$100,000	Dr. \$235,833	\$3 for 1897	...	\$23
Park Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	none	Tls. 2,173	Tls. 3 1/2 for year ending 31.1.05	...	Tls. 335 buyers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	12	12	£175,000 \$1,750,000	£11,556	Interim of 1/16 (coupon No. 12) for year ending 29.2.09	7 %	Tls. 20 1/2 buyers
Raub Australian Gold Mining Company, Limited	50,000	12	12	£1,000 \$10,000	Dr. £2,191	No. 12 of 1/- = 48 cents	...	\$8 sellers
DOCKS, WHARVES & GODOWNS.								
Wenwick (Gee.) & Co., Limited	12,000	\$25	\$25	\$40,000 \$400,000	Dr. \$7,421	\$1.75 for year ending 31.1.06	...	\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	\$3,000,000 \$30,000,000	\$30,108	None	...	\$64 sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$2,500,000 \$25,000,000	\$345,163	Interim of \$1 1/2 for account 1909	12 1/2 %	\$55 sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 10,000,000	Tls. 6,16	Final of Tls. 2 1/2 for year ending 3.4.09	5 1/2 %	Tls. 75 1/2 buyers
Shanghai and Hongkew Wharf Company, Limited	35,000	Tls. 100	Tls. 100	Tls. 607,857 Tls. 6,078,570	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	6 1/2 %	Tls. 140 sellers
LANDS, HOUSES & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 2,500,000 Tls. 25,000,000	Tls. 4,134	Tls. 6 for year ending 29.2.09	5 1/2 %	Tls. 105 buyers
Central Stores, Limited	50,188	\$15	\$15	\$752,820 \$7,528,200	\$24,611	\$1.20 on old and 60 cents on first new issue	...	\$17 1/2 buyers
Hongkong Hotel Company, Limited	10,000	\$10	\$10	\$1,000,000 \$10,000,000	\$10,272	Interim of \$2.40 on old and 40 cents on new shares for account 1909	6 1/2 %	\$43 1/2 new
Hongkong Land Investment and Agency Co., Ltd.	8,000	\$100	\$100	\$800,000 \$8,000,000	\$26,475	Interim of \$1 1/2 for account 1909	6 1/2 %	\$104 buyers
Hongkong Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,500,000 \$15,000,000	\$5,486	60 cents for 1908	6 1/2 %	\$9 1/2 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$300,000 \$3,000,000	\$278	\$1 1/2 for 1908	5 %	\$30 sellers
Shanghai Land Investment Company, Limited	75,000	Tls. 50	Tls. 50	Tls. 1,500,000 Tls. 15,000,000	Tls. 142,404	Interim of Tls. 3 for account 1909	6 1/2 %	Tls. 120 sellers
West Point Building Company, Limited	12,500	\$50	\$50	none	968	Interim of \$2 for account 1909	8 1/2 %	\$41 buyers
COTTON MILLS.								
Kwo Gotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 1,500,000 Tls. 15,000,000	Tls. 8,800	Tls. 5 for year ended 31.10.1908	3 1/2 %	Tls. 148 1/2 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$1,250,000 \$12,500,000	\$9,553	50 cents for year ending 31.7.08	6 %	\$6 sales
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 750,000 Tls. 7,500,000	Tls. 8,372	Tls. 6 for year ending 30.9.08 (8%)	...	Tls. 87
Loan-kuang-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 4,829	Tls. 4 for 1908	...	Tls. 111
Soy Chee Cotton Spinning Company, Limited	7,000	Tls. 100	Tls. 100	Tls. 700,000 Tls. 7,000,000	Tls. 15,011	Tls. 5 for 1908	...	Tls. 460
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12 1/2	12 1/2	£1,100 \$11,000	£68	\$1 1/2 per share for 1908	9 %	\$10
China-Borneo Company, Limited	60,000	\$12	\$12	\$720,000 \$7,200,000	Nil.	\$1.20 or 1908	...	\$13 sellers
China Light and Power Company, Limited	10,000	\$10	\$10	none	\$61,138	50 cents for year ended 28.1.06	8 1/2 %	\$5 1/2 buyers
China Light and Power Company, Limited (Do)	10,000	\$10	\$10	none	\$61,138	50 cents for year ended 28.1.06	8 1/2 %	\$5 1/2 buyers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,250,000 \$12,500,000	\$3,407	80 cents for 1908	...	\$16 1/2 ex div. b.
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$300,000 \$3,000,000	\$48	\$1.20 for year ending 31.7.09	7 1/2 %	\$16 1/2 ex div. b.
Green Island Cement Company, Limited	400,000	\$10	\$10	\$4,000,000 \$40,000,000	\$3,750	Interim of 35 cents for account 1909	10 %	\$7 1/2 sellers
H. Price & Company, Limited	12,000	\$10	\$10	\$120,000 \$1,200,000	\$3,750	80 cents for year ending 31.12.08	8 %	\$12
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	\$1,195	\$1 and bonus 20 cts. for year ending 29.2.09	6 %	\$10
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$125,000 \$1,250,000	\$7,616	Interim of \$1 for account 1909	10 %	\$180 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$600,000 \$6,000,000	\$6,790	Interim of \$1 for account 1909	8 1/2 %	\$13 buyers
Maatschappij tot Mijde, Bosch- en Landbouw- opbouw in Langkat, Limited	25,000	Gd. 100	Gd. 100	Tls. 547,500 Tls. 5,475,000	Tls. 316,382	Third quarterly of Tls. 12 1/2 for account 1909	7 %	Tls. 800 buyers
Park Tramways Company, Limited	25,000	\$10	\$10	\$250,000 \$2,500,000	\$1,204	50 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.09	6 1/2 %	\$13 1/2
Philippine Company, Limited	75,000	\$10	\$10	none	18,640	None	3 1/2 %	\$1
Shanghai-Sumatra Tobacco Company, Limited	10,000	Tls. 20	Tls. 20	Tls. 4,000 Tls. 40,000	Tls. 5,250	Final Tls. 5 making Tls. 8 for 1908	4 1/2 %	Tls. 108 buyers
South China Morning Post, Limited	6,000	\$15	\$15	none	Dr. \$6,602	None	...	\$23 1/2 buyers
Steam Laundry Company, Limited	10,000	\$5	\$5	none	\$256	40 cents for year ending 31.5.08	7 %	\$5 1/2
Union Waterworks Company, Limited	10,000	\$10	\$10	none	\$172	60 cents for year ending 31.12.08	5 %	\$10 1/2 sales
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	\$100,000 \$1,000,000	\$343	60 cents per ord. share for year ending 31.5.09	6 1/2 %	\$10 1/2 buyers
Watson, (A. S.) & Co., Limited	97,000	\$10	\$10	\$970,000 \$9,700,000	\$2,613	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	6 1/2 %	\$8 sellers
William Powell, Limited	1,000	\$7	\$7	none	\$76	Interim of 12 1/2 % for account 1909	...	\$4 sellers
RUBBERS.								
Anglo-Malay Rubber Company, Limited (fully paid)	1,500,000	2 1/2	2 1/2	none	none	25 % for year ending 31.3.09	...	74 1/2 buyers
Balgownie Rubber Estate, Limited	20,000	\$1 1/2	\$1 1/2	none	\$7,400	25 % for year ending 31.3.09	...	\$60 sellers
Castelfield Rubber Estate, Limited	30,000	\$1 1/2	\$1 1/2	none	\$11,205	25 % for year ending 31.3.09	...	\$75 buyers
Damanara (Selangor) Rubber Co.	110,000	1 1/2	1 1/2	none	£2,220	Final 9 % making 12 % for 1909	...	\$75 buyers
Golconda Malay Rubber Co.	80,000	1 1/2	1 1/2	none	£8,734	15 % for year ending 31.1.08	...	\$67 1/2 sellers
Highland & Lowland Para. Rubber Co. (fully paid)	181,451	1 1/2	1 1/2	none	none	15 % for year ending 31.1.08	...	\$67 1/2 sellers
Highland & Lowland Para. Rubber Co. (contributory)	181,451	1 1/2	1 1/2	none	none	15 % for year ending 31.1.08	...	\$67 1/2 sellers
Kamuning (Perak) Rubber Co. & Co.	950,000	2 1/2	2 1/2	none	none	15 % for year ending 31.1.08	...	\$67 1/2 sellers
do. do. A. S. S. S.	105,000	1 1/2	1 1/2	none	none	15 % for year ending 31.1.08	...	\$67 1/2 sellers
do. do. B. S. S. S.	105,000	1 1/2	1 1/2	none	none	15 % for year ending 31.1.08	...	\$67 1/2 sellers
Kuala Lumpur Rubber Co., Limited	181,451	1 1/2	1 1/2	none	1,810	5 % for year ending 30.6.08	...	72 1/2 buyers
Langkat Plantations, Limited	900,000	2 1/2	2 1/2	none	none	Interim of 40 % - gd. for account 1909	...	\$2 1/2 buyers
do. do. (7% pref.)	100,000	1 1/2	1 1/2	none	£4,000	15 % for year ending 31.12.05	...	\$18 1/2 buyers
Ragalla Rubber Company, Limited (ordinary)	23,500	\$10	\$10	none	none	15 % for year ending 31.12.05	...	\$18 1/2 buyers
do. do. (8% pref.)	23,500	\$10	\$10	none	none	15 % for year ending 31.12.05	...	\$18 1/2 buyers
Ledbury Rubber Estates Limited	1,000	\$10	\$10	none	\$6,722	15 % for year ending 31.12.05	...	\$18 1/2 buyers
do. do. (contributory)	6,000	1 1/2	1 1/2	none	none	15 % for year ending 31.12.05	...	\$18 1/2 buyers
Sagga Rubber Company, Limited	40,000	1 1/2	1 1/2	none	none	15 % for year ending 31.12.05	...	\$18 1/2 buyers
Sandycroft Rubber Company	20,000	1 1/2	1 1/2	none	\$20,000	15 % for year ending 31.12.05	...	\$18 1/2 buyers
Sekong Rubber Company, Limited	80,000	\$100	\$100	none	\$1,275	15 % for year ending 31.12.05	...	\$18 1/2 buyers
Shellora Rubber Estate Limited	65,000	1 1/2	1 1/2	none	£836	15 % for year ending 31.12.05	...	\$18 1/2 buyers
Singapore & Johore Rubber Company, Limited	2,500	\$100	\$100	none	none	15 % for year ending 31.12.05	...	\$18 1/2 buyers
Singapore Chok Rubber Estate Company, Limited	45,000	1 1/2	1 1/2	none	none	15 % for year ending 31.12.05	...	\$18 1/2 buyers
Singapore Kapar Rubber Company	110,000	1 1/2	1 1/2	none	£3,448	15 % for year ending 31.12.05	...	\$18 1/2 buyers

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Intimations.

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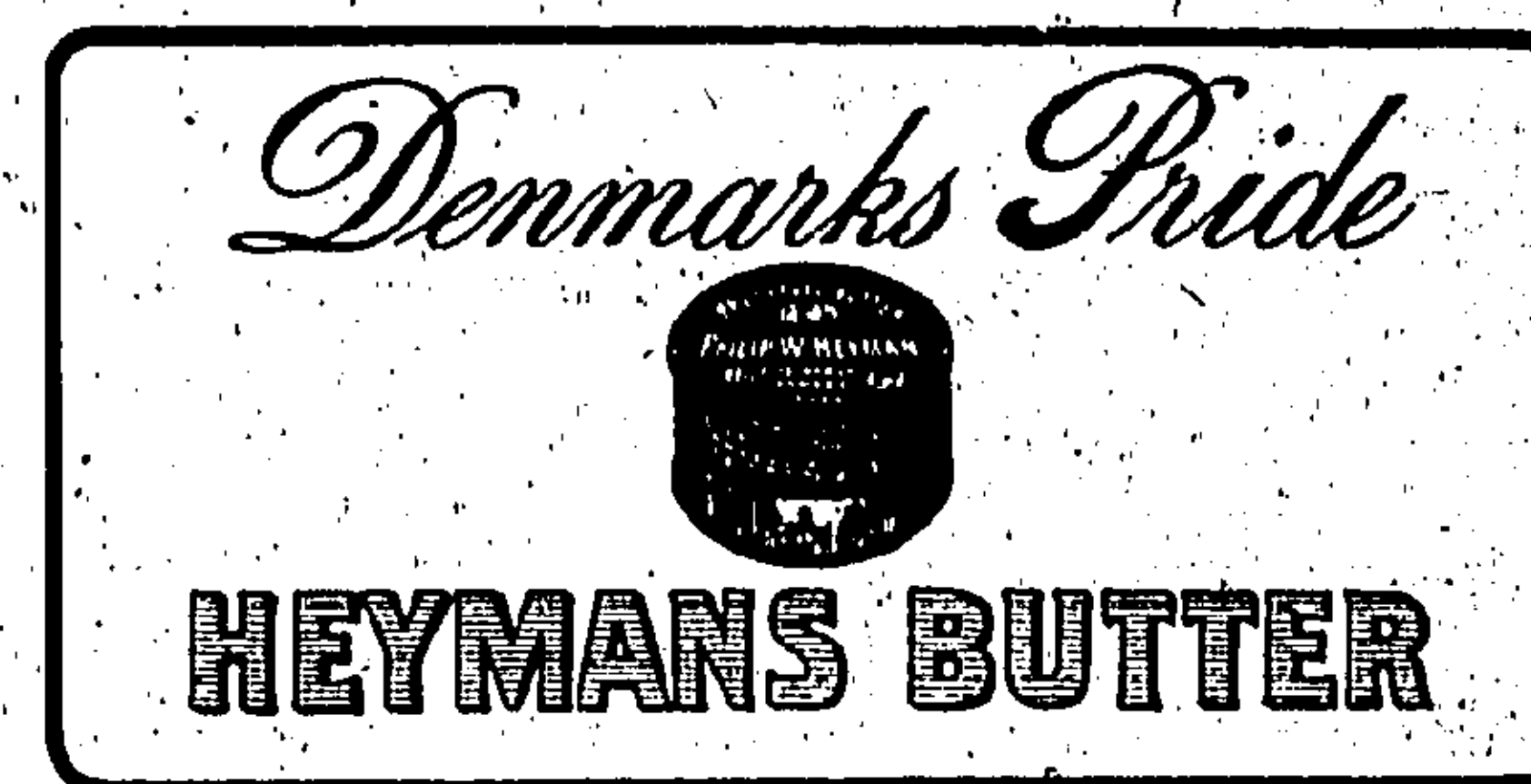
SPECIAL BRANDS:

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Hongkong, 1st August, 1900.

[566]

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